

**Mais.**

6945) HARVEY'S OLD VINTAGES.

12, QUEEN'S ROAD

15, Queen's Road,  
Hongkong, 30th July, 1961.

**DIRECT IMPORTERS**

ALHAMBRA CIGAR,  
"KIRIN" BEER,  
HARVEY'S OLD VINTAGES



## Intimations.

New Plant!  
More Hands!!  
Improved Processes!!!

Our Factory has become much too small. Orders have been pouring in like a flood. Our facilities were never so good as they are now. Our capabilities for handling a BIG trade never so complete as at present. Our system never so good. And yet with all this, and increased knowledge arising from previous experience, the flowing tide has so completely swept us along, we are well-nigh overwhelmed. New machinery, more hands, and further sub-division of labour are being actively carried out and vigorously pushed forward, and everything else we can do is being done. We shall soon be able to cope with any amount of new trade. Write us.

WATKINS,  
LIMITED.

Revered Water Manufacturers.  
Hongkong, 30th July, 1901. [714c]

## COTTAM &amp; Co.

JUST ARRIVED.  
THE FAVOURITE SUMMER COLLAR.  
12 INCH "LEADER."  
BATH GOWNS.  
OVERLAND TRUNKS.  
Hongkong, 30th July, 1901. [671c]

## Insurances.

"LEUNION"  
FIRE INSURANCE COMPANY, LD.  
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.  
Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.  
Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept FIRE, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., 10, Des Voeux Road, Central, Hongkong, 28th May, 1901. [519c]

## KELLY &amp; WALSH, LD.

For the Rapid and Effective Despatch of your Correspondence you should use

## THE YOST TYPEWRITER.

Catalogues and Full Particulars upon Application.

Hongkong, 29th July, 1901. [690c]

## A. CHEE &amp; Co.

17A, Queen's Road, Central.  
ESTABLISHED 1859.

FURNITURE DEALERS:  
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

## WILLIAM POWELL, LIMITED,

GENERAL DRAPERS AND GENTLEMEN'S OUTFITTERS

OF  
QUEEN'S ROAD CENTRAL.

Are now showing a Large and varied Stock of  
SUMMER DRESS MATERIALS, SILKS, RIBBONS, LACES, HOSIERY, GLOVES, &c.  
MILLINERY.

Latest London and Paris Fashions constantly arriving, inspection invited.

R. G. HECKFORD, Manager. [782c]

OLD MATURED  
**JOHN WALKER WHISKEY,**  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

To-day's  
Advertisements.

THEATRE ROYAL,  
CITY HALL.

AUSTRALIAN VAUDEVILLE AND  
SPECIALITY COMPANY.

TO-NIGHT!

TO-NIGHT!

AND EVERY EVENING:

COMPLETE CHANGE OF  
PROGRAMME.

BOX PLAN now Open at ROBINSON PIANO Co.

PRICES:—\$3, \$2, \$1.

Soldiers and Sailors in uniform half-price to Back Seats only.

NOTE.—A Special Train will leave every Evening 15 minutes after fall of curtain.

Doors Open 8 P.M. Overture 9 P.M.

Mr. J. FRANK FINLAY, Business Manager.  
Mr. W. H. BROWN, Representative.

Hongkong, 3rd August, 1901. [807c]

SANITARY BOARD.

OWNERS of HOUSES situated in the Eastern Division of the City of Victoria, and in the Eastern Division of Kowloon, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 31st day of AUGUST, 1901, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named date. The Eastern Division of the City lies to the East of Garden Road. The Eastern Division of Kowloon is all that part of the Kowloon Peninsula to the East of Robinson Road and includes Hung Hom and part of Tsini Sha Tsui. By Order,

G. A. WOODCOCK, Acting Secretary.

Sanitary Board Office, 1st August, 1901. [832c]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000.

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS, Local Manager.

10, Des Voeux Road, Central, Hongkong, 23rd May, 1901. [519c]

To-day's  
Advertisements.

IN THE SUPREME COURT OF  
HONGKONG.

THE SPECIAL CRIMINAL SESSIONS of the SUPREME COURT will be held on TUESDAY NEXT, the 6th day of August, 1901, at 10 o'clock in the Forenoon.

By Order of the Court,  
J. W. NORTON-KYSHE, Registrar.  
Hongkong, 3rd August, 1901. [831c]

## WANTED.

AN EXPERIENCED EUROPEAN LADY to manage a BOARDING HOUSE. Apply to

"B,"  
C/o Hongkong Telegraph.  
Hongkong, 3rd August, 1901. [833c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

THE Company's Steamship  
"HAILONG,"  
Captain Bathurst, will be despatched for the above Port, on MONDAY, the 5th instant, at 11 A.M.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 3rd August, 1901. [834c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 7th instant, at 3 P.M.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 3rd August, 1901. [837c]

"SHIRE" LINE.

FOR SAN FRANCISCO.

THE Steamship

"FLINTSHIRE,"  
Captain Dwyer, will be despatched for the above Port, on THURSDAY, the 8th instant, at 4 P.M.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 3rd August, 1901. [818c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"PERLA,"  
Captain J. McArthur, will be despatched as above on FRIDAY, the 9th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.  
A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 3rd August, 1901. [823c]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"COROMANDEL,"  
Captain F. W. Viber, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be shipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 3rd August, 1901. [82c]

## Intimations.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

## NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE,

5, D'Aguiar Street.  
Hongkong, 27th April, 1900. [54c]

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH  
WHISKY.

WATSON'S VERY OLD  
LIQUEUR SCOTCH WHISKY.

E  
BLEND.

Pronounced by Connoisseurs to be the BEST BRAND in the FAIR EAST.

Per Dozen . . . . . \$15.00

The following Blends are also recommended, and are unpassed in quality:—

A.—THORNE'S BLEND . . . . . \$10.80

B.—GLENORCHY, MELLOW BLEND, a fine 'Soda' WHISKY of great age. . . . . 10.80

C.—ABELOUR-GLENLIVET . . . . . 12.00

D.—H.K.D., BLEND, of the Finest Old Malt SCOTCH WHISKIES . . . . . 14.40

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 3, 1901.

## NOTES AND COMMENTS.

## French Interests.

That the French have been particularly active of late in trying to "create interests," nobody who has watched the general trend of events can for a moment doubt. In Southern China in particular they have been anxious to earmark the country as their own particular sphere of interest or influence, and for this purpose they have done many things. Amongst these are the placing of gunboats on the Canton waterways and up the West River, and great anxiety on the part of the French to be first everywhere was well illustrated the other day, when the *Robin* raced a French river gunboat to Nanning. In Canton the French have established a Post Office, with pillar boxes scattered widely through the native city and connected with a subsidized mail service to Hongkong; their hospitals are being rapidly extended and so are their schools, and the French Consul and his nationals are trying to boss things generally, as our American cousins would put it. Not content with this, the Chinese are encouraged to put their boats under the French flag, and we are told, when objections were raised the other day to boats Chinese owned and Chinese manned flying the tricolour, the difficulty was overcome by adding stars to the flag, and the boats continued running to all intents and purposes under the French flag.

Now, according to our Shanghai Correspondent, France wishes to earmark the Grand Canal by obtaining the exclusive privilege of running steam vessels upon it, which will of course, make it nothing but a French waterway. But, unfortunately for France, the Grand Canal runs through Shanghai, which Germany has been pleased to regard as her own particular sphere of influence, and so it is hardly likely that France will be allowed to do as she pleases in this respect. Another little point which France also seems to have overlooked is, that the Grand Canal runs parallel with the coast of China for a very considerable distance and that any exclusive rights granted to France upon it will be apt to lead to complications with the other Powers, who are interested in this particular region. Such a concession would be very nice for France, but other folks would want to know where they were to come in.

## REUTER'S TELEGRAMS.

## THE AMERICAN STEEL STRIKE.

LONDON, August 1st.  
The strike of American Steel workers is still unsettled.

## THE SITUATION IN THE BALKANS.

The *Times* reviewing the situation in the Balkans, says that unusual anxiety is displayed at Vienna.

## BOERS ENTER PORTUGUESE TERRITORY.

A Boer commando has entered Portuguese territory, it is believed in search of supplies.

## THE WAR EXPENDITURE.

Sir Michael Hicks-Beach states that it is believed the sum already voted for the war

in South Africa will suffice until January next, and possibly to the end of the present financial year (31st March, 1902.)

## THE THIBETAN MISSION TO RUSSIA.

The Thibetan mission has left Moscow, homeward bound.

## WEATHER REPORT.

The Observatory report says:—

On the 3rd at 11.10 a.m. the typhoon centre entered the coast this morning at 9 o'clock, just to the North of Foochow. Strong cyclonic winds and gales are blowing along the China coast between Shanghai and Hongkong, and strong S.W. winds in the N. part of the China Sea. Forecast:—Strong S.W. winds; squally, probably some rain.

## LOCAL AND GENERAL.

INWARD Parcels by S.S. *Massilia* are now ready for delivery.

MR. G. Girault's shop will be worth visiting next week when he receives the shipment coming along. Something extra special will be shown.

THE tie between the Royal Welsh Fusiliers right wing and the B team of the Victoria Recreation Club at Water Polo will be played off on the 7th instant at 5.30 p.m. Other games will follow on the 8th, 9th, and 10th. The annual aquatic sports of the Club will take place on the 5th, 6th, and 7th.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

## PROGRAMME.

Overture . . . . . "Tancrède" . . . . . Rossini.  
First . . . . . "Dances Souveraines" . . . . . Walteufel.  
Waltz . . . . . "Dances Souveraines" . . . . . Walteufel.  
Selection . . . . . "Marino Faliero" . . . . . Donizetti.  
Song with air . . . . . "Aida" . . . . . Verdi.  
Selection . . . . . "Iolanthe" . . . . . Sullivan.  
Song . . . . . "God save the King."

A LAWYER at Colombo, named De Livera, narrowly escaped, the other day, heavy loss at the hands of his dhoby. On returning home he through forgetfulness left in his coat pocket 250 rupees in notes belonging to a client. The next morning, the soiled linen, including the coat, was given to the family dhoby to be taken away. Just before the dhoby left, the client called for his money. The lawyer then suddenly remembered that he had left the money in the coat. The dhoby denied all knowledge of the money. But he had been seen examining all the pockets of the wearing apparel before the account was given. On further search being made, the coolie who had brought the linen was found awaiting his master outside. On examining the man the whole bundle of notes wrapped in a handkerchief was found on his person tied to his waist. The dhoby had given it to him to be kept. The dhoby in the meantime finding matters getting warm decamped, leaving the poor coolie, who was taken into custody.

It is not often that the London County Council errs—if it errs at all—on the side of masterly inactivity, says the *Pall Mall Gazette*; there is little of the spirit of Melbourne's "Can't you leave it alone?" about our municipal magnates. Lately, however, the Council pronounced against the proposal that every motor-car should be compelled by law to be registered and to carry a number in a conspicuous position for the purpose of facilitating recognition. We must confess that we do not see why the owners of these vehicles should feel insulted by the regulation suggested. We contend, furthermore, that in the interest of public safety something of the kind is required. It is all very fine to say that the driver of a motor-car is bound to stop when called upon to do so by a policeman or by any person in charge of a resolute horse. The point is that neither the constable nor anybody else has the power to enforce compliance on the part of the swiftly steaming "shorter," which can vanish into space beyond the power of identification. Which obviously is not right.

For the part fortnight, says the *Morning Leader's* Berlin correspondent, writing at the end of June, a long Chinaman's pigtail has decorated the walls of the casino belonging to the non-commissioned officers of the Gardes du Corps in Potsdam. The pigtail was brought back by a "China warrior," who had been invalided home, and who thus kept a promise made before he left for China to a friend in the Gardes du Corps to bring back a Chinaman's pigtail as a trophy. The "warrior" in question wrote, when forwarding the trophy to Potsdam, that he had not cut off the pigtail himself, but that he had captured the original wearer of it. He secured his prize by the end of his pigtail, and made him trot along by the side of his horse. To his dismay he soon discovered that although he still held the pigtail in his hand, his prisoner had disappeared. The latter had "preferred to sacrifice his head-decoration, which is most precious to a Chinaman, rather than fall into the hands of the Germans." "Who would have thought," concludes the humorous "warrior," "that the Chinese prepare for the worst by secreting a pair of scissors on their person?" For the Germans this is a matter for jest, for Chinamen it is real earnest.

I WONDER (says *Truth*) whether the great gift the Steel King has made to Scotland will prove a benefit or the contrary. One must not be bigoted to any opinion. But I am always afraid that quails falling roasted from heaven into open mouths may cause indigestion. The Scotch are what they are entirely through their own qualities. They evolved Knox, and he evolved parish schools, of which they all took advantage. I was talking to a Russian—a cosmopolitan in his direct knowledge of all the lands and peoples on the face of the globe—about the yellow question and race competition. He said if the English business houses only employ Scotch travellers at low fixed salaries and high percentages on orders obtained, they will hold the markets. He had often watched Scotch agents at work in China. They were not good linguists. But they always knew enough to make themselves understood and to be able to understand rebuffs and turn a deaf ear to them. Jews could do nothing, where Scots did well. They had more patience than Americans, and were just as shrewd. An American got tired or restless and went off. A Scot stood his ground and succeeded. This Russian thought the Scotch the most brainy race he knew. There was no race that could live on so little. Their not being the slaves of their stomachs gave them the advantage of the English, and the Americans, who must have equal meals as at their own hotels and boarding houses.

THE Post Office will be closed on Monday, the 5th instant, (Bank Holiday), except from 8 to 9 a.m. Correspondence for local delivery may be posted up to 9 a.m. The Night Box will be left open. The Money Order Office will be entirely closed.

THE typhoon, which Mr. Figg so kindly landed near Foochow for us, seems to be rattling the Colony up a bit and setting the dust flying this afternoon, but we want rain more than wind, and this afternoon's wind is not a good brand. It is too hot and makes one perspire all the more directly one gets out of it. If only a little rain would come along it would be hailed as a blessing by everyone.

THE very latest thing in London in the way of women's fashions is a beaded chain to hang round the neck, and really they are very pretty. Messrs. W. Powell, Ltd., have just received a shipment, and report them as selling like ripe cherries. Also a consignment of chiffon ruffles, another new craze. The ladies of Hongkong cannot grumble at not being up to date when they have Messrs. Powell's stock to select from. Do not forget the store will be closed at 2 p.m. on Monday next on account of the holiday.

THE Star Ferry boats been having a bad time of it to-day. There was a tide running like a mill-race and a strong wind in its favour part of the day, which made getting alongside anything but an easy matter. Then it was that the effect of the master mind was seen, for the boat which was lucky enough to have the European overseer on board came alongside the wharf with comparative ease, while the others puffed and struggled for several minutes at the end of a long haul before they could be prevailed upon to come to the wharf.

WE have received the prospectus of a Company to be styled "Hotel Craigieburn Ltd." It is stated that the company has been found to acquire and extend the existing Craigieburn Hotel, and, we should think, will prove a success, as hotel accommodation is urgently wanted in Hongkong. The hotel rooms for living purposes only number 18, naturally always full, and it is proposed to add 22 more rooms. This hotel, in a fine situation on the Peak, will, it is pretty certain, never suffer from want of visitors and residents.

MR. STEAD, in the *Review of Reviews*, says:—"Mr. Astor, by the might of his millions, supplants the Duke of Westminster at Cleveland. Mr. Carnegie establishes himself at Skibo. Mr. Phipps, of the Carnegie firm, succeeds Lord Lytton at Knebworth; and even Mr. Croker establishes himself in his modest retreat in King Alfred's, Wantage. As it is with palaces and castles, so it is likely to be in ever-increasing ratio with titles and all manner of bric-a-brac. If we produce from field, factory, or mine nothing which the Americans care to take in exchange for their commodities, we have a few crowns and coronets left in the Old World, and it will take some time before all the treasure-trove of centuries goes up the spout to pay our debts to the New World."

MR. Labouchere, writes in *Truth*: "All persons of sense must desire that cremation should replace burial. I am glad therefore, to hear that a London Cremation Company has been started under the auspices of Sir Henry Tomlinson, who has so long and so ably advocated that mode of disposing of corpses. The crematorium is to be built on a freehold site within five miles of the Marble Arch, and there are to be columbaria for the reception of cinerary urns. I should think that the company is likely to be a commercial success. If I have any voice, after I am dead, in the selection of my last home, and I happen to die in London, I shall certainly raise it in order to secure a niche in the columbaria. [Probably Mr. Labouchere will be quite warm enough hereafter without going to the expense of cremation.—Ed., H. K. T.]

## HONGKONG SHARE MARKET.

HONGKONG, Friday, August 2nd.  
Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

During the past week little or no improvement in the volume of business done has to be chronicled and there is hardly any change in the position generally. The Hongkong and Shanghai Banking Corporation has advertised its Ordinary Half-yearly Meeting for the 17th August. The transfer books will be closed from the 3rd to 17th instant, both days inclusive. Banks.—Hongkong and Shanghai Banks continue to rule weak with sellers at 39½ per cent. premium. The latest quotation from London is £61.10. Marine Insurances.—With the exception of a small sale of North China at 17s. 17½, there is no transaction to record in stock under this heading. Fire Insurances.—Hongkong Fire have been placed at \$245 and are still offering. China Fire have changed hands and have further sellers at 88. Shipping.—Hongkong, Canton and Macao Steamboats have found buyers at \$36. The Company will pay a dividend of 10% (\$14) for the current half-year. Indo-Chinese have been booked at \$139 and \$140 but close quieter at the latter price. Douglas Steamships have been dealt in at \$55 and more shares can be had at \$54. China and Manila are procurable at \$62. Star Ferries continue in request, at \$24 for the old and \$30 for the new issue, but no sales are reported. Refineries.—China Sugars have ruled much firmer and after sales at \$140 are now wanted at \$143½. Luzons remain neglected at \$36. Mining.—Punjoms have slightly improved and shares can probably be placed at \$24. Raub has been fixed at \$12½ and \$13 and have been since buyers. Jelutong have been sold and are required for at \$4. Queen Mines have parted with at 4 cents. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are a shade firmer and have been negotiated at \$205; the market closing with further enquiries. Kowloon Wharves are quoted at \$100 and without business. Lands, Hotels and Building.—Hongkong Lands have been done at \$193 ex the dividend of \$6 paid on the 27th ultimo. Hongkong Hotels are in the market at \$120. Humphreys Estate are steady at \$14. China Providents are obtainable at \$9½.

Cotton Mills.—Evans have further declined and have sellers at 17s. 17½. Hongkong Cottons have been disposed of at \$101, and more can be sold at the rate. Cigar Companies.—We have heard of no business locally. Philippine Tobacco has dropped to \$50. Miscellaneous.—Green Island Cements have been sold at \$21 and \$22 and are in demand at the latter figure. A/S. Watsons are on offer at \$16. Electrics are wanted at \$12 and \$6 for the old and new shares.



respectively. Ropes are procurable at \$171. Fees have been bought at \$185 ex the dividend of \$4 paid on the 29th ultimo, and are now enhanced for \$187. Daily Farms are unchanged. Manila Investments are offering at \$50.

### THE HONGKONG POLICE.

The police are losing a good man and the public a good servant in the resignation of G. S. Foden of Tsin Sha Tsui, P. C. 131. A man with a flawless record, a thorough seaman, experienced as a wander in the gulf, in fact just the class of man that is wanted, that every effort should be made to get and when got, to keep. It is significant that all the latest resignations should be from men of good character. If the scallwags of the force resigned it could be understood, but it is a sorry thing to think the honest, steady, painstaking class are leaving and the force losing that leaven of good fellows that in time leaveneth the whole. What can be the reason that an officer on a salary prefers to pay \$450 out of his slowly amassed savings and give three months notice so as to get out of a service in which there is neither honour nor adequate remuneration. What encouragement is there for a member trained for the sea to whom, going aloft, taking his trick at the wheel or in the chains is child's play, to have a man pithforked into a position above him (and mind you a first class Inspectorship) to teach him seamanship at the same time that the constable has to teach the Inspector police work? We challenge any petty officer in any Navy in the world to come out and show Inspector Gould, Sergeant Kerr, Ashmore and Birchall their duty. And its tough on Riley; the mere fact of his appointment prejudices the force against him even if he knew anything. Our sympathies are with this gentleman. The whole arrangement shows a want of tact and an utter disregard of other men's feelings on behalf of the authorities, resulting in the falling out of such men as S. S. Foden, who can earn more money, be treated as a man and not as a child in a new sphere of life.

### WISE AND OTHERWISE.

The scare occasioned by the "Glory" sudden departure of three vessels. Scare, and the non arrival of the "Glory" must have come as a perfect God-send to your newspaper folk, Mr. Editor. What a treat it must have been to you to have something to write about, other than the misdeeds of the Government and the Sanitary Board. It is strange that nobody here should even be able to guess at the reason of this sudden move on the part of the Admiralty, but I suppose it will all leak out in time. I have heard all sorts of places named as the scene of disturbance, from Hainan in the South to Port Arthur in the North, and even 'sleepy old Macao' has been credited with being about to awake to a furious attack from the mainland. What does it all mean?

I was very agreeably surprised at the Vaudeville show, to which I had one thing to object, to though, and that was the presence of a party of four men in the dress circle who made a lot of noise and prevented other folks from hearing properly. They were dressed as gentlemen too, except for the fact that they were disguised in liquor. Now why cannot these people behave decently at a theatre or if they are so overcome by the exuberance of their own and other spirits, stop away. They only make a nuisance of themselves, and what delight a bold headed man can find in rattling an empty tin like a baby, I quite fail to see. Doubtless the whole four thought themselves very funny indeed, but others thought them unmitigated bores. We have too many of this class in Hongkong, and they want sitting upon.

I see you have been severely Tommy's Beer taken to task, Mr. Editor, for and fair. Trespassing upon Tommy's beer and hair and have been advised to keep your own on. As a matter of fact this is rather good advice, I think, for editors are generally bald, except, of course our Hongkong ones. I took your advice the other day and went and tried some Canteen beer. I found it a really good tipple, but when I came out in the sun afterwards I felt considerably "heady" and can quite understand that it is not a good drink for a man who has to be in the sun much. As for Tommy's hair, it would be disgusting if he were allowed to grow a head of it like Paderewski or Hall Caine. He (Tommy) looks very well as he is, and I don't want to see him with five or six inches hanging down his back. It might give him more to leave with the Hongkong girls when he goes, but I don't think it would protect him from sun or heat stroke.

Why is it that whenever a lady clad in short skirts has a song to sing on the stage, she invariably clutches her dress with her left hand in front and hoists it a few inches, so as to display a certain amount of very nicely filled petticoat? Ninety-nine out of a hundred short skirted lady singers do this. Is it laid down as a hard and fast rule of the stage or what? Why don't they lift the dress behind, or to the right sometimes for a change? A friend suggested that they were all retained as advertisements by clear-sighted establishments, but I am afraid this is not the explanation.

I see the Star Ferry Company have decided to give up their double enders as pile drivers at the Ice House Street Wharf, and have increased the height of the wharf. It strikes me that these same double enders will swallow up a great deal of the boat's earnings, for from them to be constantly in need of repair. From the way the new quartermaster in charge handles the bunches, I should think that the placing of a European in each would obviate the necessity of any guide whatever and, in all probability, the cost would be less.

As the English are continually How John detested, as a nation, if the Repay Con- truth were spoken, so is the tempt. Chinaman individually. The Indian's opinion of John Chinaman is only equalled by John's opinion of the Indian. The Australian with lively recollections of collarless shirts coming from the wash finds in China he is fortunate if he shirt comes back at all, tinted as it may be by being worn by an Eurasian for a week. The German treats him with stolid indifference and uses him for purposes of trade; while the Frenchman, detesting the man, consoles himself by loving the women. The dislike of the Scotchman is the most unaccountable thing, for there should be a bond of sympathy between the two nations, seeing the similarity in their national music. And last of all the Chinaman broods over these matters and tries quietly to have, coddles his lovely little wife, mimes his laughing little baby, and leisurely thinks, hatches schemes, forms plots, devises methods and gets there every time.

GILAH.

### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

#### HUNGRY!!!

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—May I respectfully suggest that a public subscription should be arranged in order to assist some of the starving N. C. O.s of the Garrison? The Staff Mess in particular, I believe, is famine stricken, no food whatever having been obtainable there. I append to-day's Menu:— Breakfast ..... Aqua ad lib. Dinner ..... do. Tea ..... do. and so on "ad nauseam." They are absent minded beggars though their mess is like a club, and though they've lots of liquor, they've precious little grub. Duke's sons, Cook's sons, sons of the Lord knows who. Thirty starving N. C. O.s. come up to mess each day. Nothing to eat when they do get there, but they swear until all is blue. They pull out their cash for the mess fund's sake and pay! Pay! Pay!

#### STARVING MEDICO.

Hongkong, August 3rd, 1901.

#### AT THE MAGISTRACY.

STEALING COAL. Chan Cheung was given 50 lbs. of coal, so he said. L. S. J. Quinn thought otherwise. \$10 or three months. Paid up.

#### IMPUDENT ROBBERY.

Captain Merlees of the S. *Hailan* found his other shirt missing, also a singlet and two belts. In Sin Lu has a liking for Western style of dressing and got 3 weeks' hard labour for giving way to his little failing. Captain Merlees' gain is Lu's loss.

#### GAMBLING.

Inspector McDonald and P. S. A. Gordon had a small tribe of men up for gambling and all were fined. Under the efforts of the police, this mania for gambling will surely be stamped out in about 2,000 years.

#### DRUNK.

Thomas Davis had been in the sun, and was fined \$5 for being disorderly at the Kowloon Ferry pier.

#### SALUTARY PINE.

It is not everyone who will take the trouble to charge a reckless man, but Mr. E. B. Gordon of the Western Hotel did. The cook refused to accept his proper fare and was fined \$1. We should like to see more of these cases.

#### PLAGUE AT KARACHI.

We have received the following information from the Colonial Secretary's Office:— With reference to Government Notification No. 402 of the 25th instant it is notified that telegraphic information has been received from the Government of India, that between the 10th and 22nd instant three cases of Plague and one death have occurred at Karachi.

#### THE PLAGUE.

Number of cases reported Chinese.....1,520 up till noon of the 2nd Other Asiatics 51 August, 1901 Europeans.....30  
Number of cases reported Chinese.....2 during the past 24 hours Other Asiatics 0 Europeans.....0

Total number of cases reported to date 1,603

Number of deaths reported Chinese.....1,482 up till noon of the 2nd Other Asiatics 34 August, 1901 Europeans.....11  
Number of deaths reported Chinese.....2 during the past 24 hours Other Asiatics 0 Europeans.....0

Total number of deaths recorded to date 1,529

Since noon on Saturday last the cases and deaths are—  
Cases Chinese.....12 Other Asiatics 1 European.....1  
Deaths Chinese.....11 Other Asiatics 0 Europeans.....0

Total.....13  
Deaths Chinese.....11 Other Asiatics 0 Europeans.....0  
Total.....11

The plague returns for last week were—  
Cases.....19 Deaths.....20

Miss Herbst is progressing favourably and hopes to be out next week. Her tardy recovery is somewhat due to the trying weather experienced lately.

One death from plague (Chinese) is reported from No. 6 Morrison Hill Road. Let us hope this body of buildings will not develop into a second Wild Dell.

### CANTON NOTES.

#### RICE HARVEST.

(From Our Own Correspondent.) CANTON, August 2nd.

A large part of the rice has been harvested. The crop is a good one. The heavy rains knocked a good deal of it down and cutting was made difficult. Wages are high. A few years ago all the help that was wanted could be had for fifteen cents a day. Now the lowest wage paid is thirty-five cents a day and many farmers are paying as high as sixty cents.

#### THE WEATHER.

After the heavy rains we are having a warm dry spell. The streets were badly flooded for several weeks, but the water has lowered considerably. The drains in the city have been well flushed, which should go a good way towards improving the health of the people. The attempt to clean the streets does not seem to be very successful. However, a beginning has been made and in time we may see some improvement.

#### THE NEW WHARF FIGHT.

I have already written of the various attempts to stop the building of the new wharf. This is now finished, but the people in the neighbourhood are not satisfied. They now complain that the owners of the wharf have encroached on land belonging to the street. A petition has been sent to the Nam Hoi asking that compensation be made or that part of the wharf be removed.

#### RIVER PIRATES.

The river pirates in the Nam Hoi and Shun Tak districts are very busy. Their latest move is to levy toll on all boats passing certain points. The officials have been appealed to put a stop to them, but so far have taken no action. A number of boats have agreed to pay the contribution demanded.

### THE AUSTRALIAN VAUDEVILLE CO.

It is to be hoped the heat will moderate a little by to-night, when the above Company may be expected to have a big house. A complete change of programme is to be provided, and it is whispered it is even better than the opening list of turns. Last night the attendance was poor, but, barring some nincompoops, who might have graced a dog fight but were out of place amongst decent people, everything went off very well. Miss Beatrice Ward was in happy vein and sang best, and looked her nicest. Her rich, powerful soprano was heard to great advantage in her two songs and encores, and she is to be congratulated on making every effort to please a small audience, the same as she would a large one. The same cannot be said of some other members of the troupe. Miss Verne was vociferously applauded and is predicted to be "catching on."

### RUSSIA AND TIBET.

The intrigues of Russia in Tibet will shortly bear fruit in the arrival of the Special Mission sent by the Dalai Lama to St. Petersburg. It was only last October, says the *Globe*, that an envoy from the Dalai Lama was received by the Czar at Livadia, so that it is rather difficult to see what object the Russians have in these repeated communications with the Tibetans which they make so decently. But whatever the extent the Russian may be, there is very little doubt what the Czar's Government really is aiming at. Soon after the Dual Alliance was formed a plan was conceived by which India might be cut off from its hinterland by joining the Russian and French possessions in Central Asia and Tongking through Tibet and Yunnan. By this means not only India but also Burma and Siam will be cut off from all trade with China and the north, and Siam will be easily absorbed by France. To achieve this object Tibet is being frightened with the English bogey, and the Dalai Lama is being persuaded that the only hope for him against English designs is a Russian protectorate over the country. The present condition of China is Russia's opportunity, and by the old device of representing herself as the disinterested friend, she hopes to get a foothold in Tibet. With France in Yunnan and Russia in Tibet the chain will be complete from the Baltic to the Gulf of Tongking, the British possessions in Asia will be cut from their legitimate trade with China, and a vast stride will have been made towards the complete absorption of the Celestial Empire.

### CHINA OUTRAGES.

STORMY DEBATE IN THE FRENCH CHAMBER. PARIS, July 1st. Something of a scene took place in the Chamber to-day when in connection with the demand of the Government for a supplementary credit for the Chinese expedition, M. Marcel Sembat made a violent attack on the entire French policy in China, and declared that France was wholly wrong in forcing her way into a country which had given repeated proofs of its unwillingness to receive western civilisation. He concluded with a categorical list of charges of outrage against European troops, which if only for the honour of France, demanded special inquiry.

These statements caused great sensation, and the Minister of Marine warmly took up the cudgels in defence of the French troops, saying it was easy to sit at home and condemn men inflamed with the heat of battle. He confessed, however, that an inquiry had been ordered into certain alleged cases of outrages, but these only numbered 30 at most. An indescribable tumult ensued over the subject of what ought to be France's policy in China, for there were several deputies of M. Sembat's way of thinking, but eventually the credits were voted by a big majority—Morning Leader Cor.

### LATEST SEEKERS AFTER THE NORTH POLE LEAVE DUNDIE.

The auxiliary wood-n barque *America*, conveying the members of the Baldwin-Zeigler Polar expedition, has started on her quest for the North Pole, says the *Morning Leader* of the 5th ulto.

The *America*, an ex-Scottish whaler, which is well adapted for exploration purposes, has been equipped for three years' service. She will make a short stay at Tromsø, where 20 Eskimo dogs and 15 Siberian ponies will be taken on board.

Accompanied by two store ships, the *Fridtjof* and *Belgica*, the *America* will head for Franz Josef Land, where the base of the expedition will be formed. During the open season the vessels will push as far North as possible, and on the approach of winter the *Fridtjof* and *Belgica* will return to Norway, leaving the *America* to winter in the Arctic. Mr. Baldwin intends to explore the territory lying north of Franz Josef Land, and make a dash for the Pole from the most northerly point of the land.

The *America* is commanded by Capt. Johannsen, a Norwegian who has had a large experience of Arctic life. The crew number 43, and are all picked men, being for the most part Americans and Norwegians of fine physique. There is also a large scientific staff on board. The departure of the *America* from Dundee was witnessed by a crowd of people, amongst them being several ladies and gentlemen who had travelled from America. Mr. Baldwin, before the vessel sailed, said he felt confident of penetrating and scoured land around the Pole.

### RUSSIA AND THE U. S. A.

#### THE TARIFF QUESTION.

Speaking on this subject the New York Press says:— "Let us make no mistake about it; the two great tendencies which are to wrangle for the mastery of the East are American trade expansion, seeking the preservation of the Chinese empire, and Russian territorial annexation, seeking its dismemberment. Herein is a great, probably the principal, source of the Russian hostility which in striking contradiction to the traditional policy of his Government, Mr. Witte has so frankly revealed. As the conflict is irrepressible beyond a doubt, we think the honorable minister for assisting to enter it with open eyes and without remaining particle of the 'traditional friendship' myth which has so long beguiled so many of our people."

The New York *Journal of Commerce* makes this comment:— "Of course Russia has a right to impose any duties it likes upon imports; we have the same right and make pretty free exercise of it. But a discrimination against our goods as compared with those of other countries is a very different thing; it is subject to the agreements of commercial treaties, and to those Secretary Gage has called the attention of Secretary Hay. To retaliate upon us, for levying a duty on Russian oil, which is levied solely because Russia has already levied a duty on our oil, is the most impudent act that a government could perform. Of course this petroleum altercation would never have arisen but for the sugar controversy. In regard to sugar we are treating Russia precisely as we are treating other countries; we are simply offsetting her bounty as we offset the bounty allowed by all countries that assist exports, and putting Russian sugar on an equality with German, French, Austrian, Dutch, and Italian sugar. Russia is attempting by the use of her tariff, as she has attempted elsewhere by the use of troops, to secure exclusive privileges for her trade. By shifting the burden of the export bounty on sugar from the public treasury to the pockets of the domestic consumers, Russia seeks to pose as a non-bounty-paying country at the very moment that she is participating in conferences of the bounty-paying countries and objecting to the abandonment of the bounty system. Of course if Russia did not pay a bounty she would be more anxious than any other country to have bounties abolished; yet she is the one obstacle to the abolition of the wasteful system. And if we defeat her efforts to secure special privileges for her exports, then she will attack our trade wherever she sees a chance. Valuable as our Russian trade is, our national self-respect is worth much more to us."

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### STATE OF THE MEDITERRANEAN FLEET.

#### SIR CHARLES DILKE'S VIEWS.

HOUSE OF COMMONS, July 3rd. The Speaker took the chair shortly after noon, when half a dozen private bills were advanced a stage. The House then went into Committee of Supply on the Navy Estimates, Mr. J. W. Lowther in the Chair.

On the vote of £279,600 to defray the expenses of the Admiralty offices, Mr. Lucas called attention to the state of the Navy in the Mediterranean, and asked the Secretary to the Admiralty to make such a statement as would allay the fears that had quite recently been raised on this subject by certain allegations. Sir John Colomb asked if this question could not more properly be raised on the shipbuilding vote. The chairman replied that he did not yet know the hon. member's intentions. If he was going to say there were not enough ships in the Navy, and that the shipbuilding programme should be enlarged that could not be brought up on this vote, but if he was going to argue simply that the strength of the fleet in the Mediterranean should be reinforced by other squadrons that was a matter of policy which could be discussed now.

Mr. Lucas said he did not desire to associate himself with any attack on the Government until they had had sufficient ground for believing that such a course had come. If the Government were wilfully blind to the facts and consequently were likely to come into peril or disaster, they would earn, and rightly earn, undying execration. (Hear, hear.) Those who had supported them and had trusted them would remember them with undying shame. But he hesitated to charge his Majesty's Government with such recklessness, and did not believe everything he was told as to the state of things in the Mediterranean. With great respect he asked the Government to give such information without making public that which should be confidential and secret, but to say as fully as they could what they were doing and intended to do to safeguard the public interests. Subject to the answer of the Secretary to the Admiralty, he did not desire to move a resolution in the salary of the First Lord.

#### SIR C. DILKE BELIEVES THERE IS GROUND FOR ANXIETY.

Sir Charles Dilke said he was glad the hon. member had left it open to some one with more heart in the subject to move a resolution, as he believed would be done. (Hear, hear.) He was inclined to take the view that the particular agitation was not well founded, but he strongly supported the view that there was ground for anxiety in the public mind. (Hear, hear.) He did not think there was anything to be gained by secrecy. An adequate explanation would have the effect of directing the public mind to the particular points that were most deserving the attention of the country. It was undoubtedly true that at the present time naval officers were distressed about several matters that had been raised in the present agitation. The inadequate supply of torpedo destroyers and cruisers was a matter of concern. Did the Government contemplate increasing the force of destroyers in the Mediterranean by the withdrawal from home of some of these vessels, or did they contemplate an increase in the force of destroyers? He did not think Mr. Boscawen's defence in 1897 of our position in the Mediterranean could be made now with the same truth as then. On Friday they would probably have a more useful discussion than they could possibly have to-day. The real question of policy that arose to-day was whether our present standard was sufficient and whether it was possible to increase or improve it except at the expense of the vast and, he thought, useless expenditure on military forces at home.

Mr. Verburgh desired replies to two questions. The first was whether, in the opinion of the Admiralty, our Mediterranean Fleet was sufficient to face a possible combination of ships belonging to France and Russia. He did not see how ten battleships, however splendidly manned and officered, could oppose twenty battleships of those Powers. His second question was whether the Mediterranean and Channel Fleets were prepared and equipped for war. If they were not, was it the policy of the Admiralty to keep them in this condition of unpreparedness and without proper equipment? He was not speaking by the inspiration of Lord Charles Boscawen, distinguished man though he was. He was inspired by a sense of his duty. He asked, therefore, whether it was a fact that the Mediterranean Fleet and the Channel Squadron were not efficient as fighting units. He concluded by moving the reduction of the salary of the First Lord of the Admiralty by £100.

Mr. Robertson said that this discussion brought to a head an agitation which he did not hesitate to characterise as mischievous, and one the real character of which demanded imperatively the consideration of the House. It had been a newspaper agitation. It took some courage, this time of the day to protest against the influence that the press at large was endeavouring to exercise. But its power in the House had grown, was growing, and ought to be diminished, and he was not surprised that a press which presumed to dictate to a party who were to be its leaders and what were to be its principles, should not take the command of the fleet and wrest from the Admiralty the business which they alone were qualified to conduct.

#### THE LETTER FROM LORD CHARLES BOSCOWEN.

But more serious than the journalistic character of the agitation, Mr. Robertson continued, was the fact that the agitators hesitated to bring into the discussion the names of the highest naval authorities concerned in this question, and he thought that the House was entitled now to have some statement from the Admiralty on this point. The letter from Lord Charles Boscawen, which is now before them, he knew, been disavowed by him. Had he disavowed it? If not, then he authorized it, and that was an act against discipline—(hear, hear)—which deserved the severest condemnation.

and proved his unfitness for serious responsibility of any kind. It had been indicated that Admiral Sir John Fisher had approved of it, but having worked with the Admiral he refused to believe it for a moment. The Navy League and Mr. Arnold White were the two sources in which this agitation had originated. In his opinion the House was gradually losing its control over the Admiralty, a tendency which should be corrected. This was not a time to ask for more naval expenditure, for he found that the French, German, and Russian estimates amounted to just about the total amount of our own naval expenditure for the present year, including the expenditure on naval works which had not yet been sanctioned.—*Pall Mall Gazette*.

### NOTANDA.

#### CALENDAR.

AUGUST.  
Meteorological means based on fifteen years' observations to 1898.  
Barometer.....29.755  
Thermometer.....85.0  
Humidity.....83.  
Rainfall.....13.482

#### YESTERDAY.

WEATHER REPORT.  
On date at 4 p.m. (in date at 4 p.m.)  
Barometer.....29.60 29.49  
Thermometer.....85 91  
Humidity.....72 58  
Rainfall.....

#### TO-DAY.

Saturday, 3rd August, 1901.

Chinese—19th of 6th moon of 27th year of Kwang-shu.

Sun—Rises.....5hr. 19min.  
Sets.....6hr. 53min.  
Moon—In Equator 5hr. a.m.  
High water—Morning.....10hr. 20min.  
Afternoon.....11hr. 24min.  
Low water—Morning.....4hr. 20min.  
Afternoon.....5hr. 40min.

#### ANNIVERSARIES.

1460—James II. of Scotland killed.  
1899—Canada decided not to increase Chinese poll tax.

#### TO-MORROW.

Sunday, 4th August, 1901.

Chinese—20th of 6th moon of 27th year of Kwang-shu.

Sun—Rises.....5hr. 20min.  
Sets.....6hr. 52min.  
Moon—In Equator 5hr. a.m.  
High water—Morning.....10hr. 0min.  
Afternoon.....11hr. 0min.  
Low water—Morning.....4hr. 30min.  
Afternoon.....5hr. 40min.

#### ANNIVERSARIES.

1265—Death of Simon de Montfort.  
1842—British fleet arrived before Nanking.  
1853—Murder of the Captain Officers and Passengers of the *Aviation* by the Chinese crew.  
1899—Revised Treaties with Japan came into operation.

### AGENDA.

TO-DAY.

Cargo ex Lightning subject to rent. Australian Vaudeville Company.

#### TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.  
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.  
St. Francis Church, Wanchai:—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.  
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point:—Mass, 8 a.m.  
 Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.  
Union Church:—Services, 11 a.m. and 6 p.m., West Point.

Ninth Sunday after Trinity (August 4th), Matins (11 a.m.)

Hymns: 4, Venite, Macfarren; Te Deum, Henley; Jubilate, Smart. Hymns 38, 321, 205. Evensong, (6.30 p.m.)  
Hymns 17; Magnificat Bentinck; Nunc. Dimitte Grotch. Hymns 45, 326, 27.  
Cargo ex Bombay subject to rent.

#### MONDAY, 5th.

Bank Holiday.  
(About) New York line steamer *Arara* leaves for New York via Suez Canal.  
Cargo ex *Tamba Maria* subject to rent.  
Cargo ex *Benvenue* subject to rent.

### SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers, and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—  
August 1st.

Mr. C. F. Milne, acting chief officer, *Chefoo* has gone 2nd officer, *Foochow*.  
Mr. D. A. McKay, chief officer, *Szechuen*, is transferred to the *Tungchow*.  
Mr. C. F. Maundrell, chief officer, *Nankin*, is transferred to the *Szechuen*.  
Mr. P. Blair, supernumerary 2nd engineer, *Pekin*, has been transferred to the *Chungking*. Since appointed 2nd engineer *Wuchang*.  
Mr. A. Austin, 3rd engineer, *Wuchang*, is transferred to the *Chungking*.  
Mr. T. E. Taylor has gone acting 3rd engineer, *Wuchang*.  
Mr. P. Hamilton has gone acting 3rd engineer, *Chungking*.  
Mr. R. McLellan, 3rd engineer, *Chungking*, is on leave.  
Mr. J. H. Woollacott, 2nd officer, *Foochow*, has been appointed chief officer, *Chefoo*.  
Mr. H. B. Cochran, chief officer, *Tungchow*, is transferred to the *Nankin*.  
Mr. M. Bryan, 2nd officer, *Nankin*, has gone acting chief officer, *Kwelin*.  
Mr. J. S. McGavin, chief engineer, *Wuchang*, has been transferred to the *Kwelin*.  
Mr. A. M. Morton, chief officer, *Kwelin*, is on leave.  
Mr. W. Jack, acting 2nd engineer, *Wuchang*, has resumed duty as 3rd engineer.  
Mr. J. Hildreth, chief engineer, *Kwelin*, is transferred to the *Wuchang*.  
Captain J. Wheeler, *Pekiti*, has been appointed 2nd wharfinger, Associated Wharves, Hongkong.

August 3rd.

Mr. Reynolds, chief officer *Fooksang*, is captain *Yen*, to the *Pekiti*.  
Mr. Marsh, 2nd officer *Fooksang*, is promoted chief officer.  
Mr. D. Shearer has joined the same steamer *Yen* as an officer.

### SHIPPING AND MAIL NEWS.

MAILED DUE.

German (*Princess Irene*) 4th instant.  
American (*Doris*) 6th instant.  
Australian (*Eastern*) 6th instant.  
German (*Stuttgart*) 7th instant.  
Indian (*Kamsang*) 8th instant.  
American (*Nippon Maria*) 14th instant.  
Canadian (*Empress of India*) 20th instant.  
American (*Peru*) 22nd instant.

The steamer *Eastern*, from Sydney, &c., left Manila to-day for Hongkong.

The P. & O. S. N. Co.'s steamer *Nankin* left Bombay for this port on the 1st inst.

The J. M. & Co.'s steamer *Kamsang* from Calcutta and the Straits left Singapore for this port on 2nd inst. at 4 p.m.

The P. M



## Mails.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU* S. J. G. Parsons	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 5th August, at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 9th August, at Daylight.
MIKE MARU M. Yagi	MOJI, KOBE and YOKOHAMA.	TUESDAY, 13th August, at Noon.
KAMAKURA MARU* H. Petersen	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th August, at 4 P.M.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 16th August, at Daylight.
HIROSHIMA MARU T. Murai	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 16th August, at Noon.
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 23rd August, at Daylight.
KASUGA MARU H. Fraser	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd August, at 4 P.M.
ROSETTA MARU N. Tate	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 23rd August, at Noon.
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, 30th August, at Daylight.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

## TOYO KISEN KAISHA. NORTHERN PACIFIC STEAMSHIP COMPANY.

TO SAN FRANCISCO, VIA INLAND SEA  
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Saturday, 24th Aug. at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 17th Sept. at Noon.
HONGKONG MARU (via Shanghai, Naga- saki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 12th Oct. at Noon.

PROPOSED SAILINGS FROM HONGKONG.

VIA  
SHANGHAI, INLAND SEA OF JAPAN,  
KOBE AND YOKOHAMA.FOR VICTORIA, B.C. and TACOMA,  
IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	2,811	J. Alwen	Aug. 6
Brachar	3,601	W. Watt	Aug. 27
Duke of Fife	3,821	J. S. Cox	Sept. 10
Dyke	2,837	J. Truebridge	Oct. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £34.  
Excellent accommodation. First-class Table.  
Dinner and STEWARDS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYKE and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 2nd August, 1901. [4]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"HUDSON"	7th Aug.
"HEATHBURN"	about 15th Aug.
"JUPITER"	
"MOGUL"	
"KURDISTAN"	
"SATSUMA"	
"LENNON"	

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 3rd August, 1901. [45c]

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO.VIA SHANGHAI, INLAND SEA OF  
JAPAN AND HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Sept. 15

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN  
FRANCISCO, via MOJI, KOBE, YOKO-  
HAMA and HONOLULU, on or about  
the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

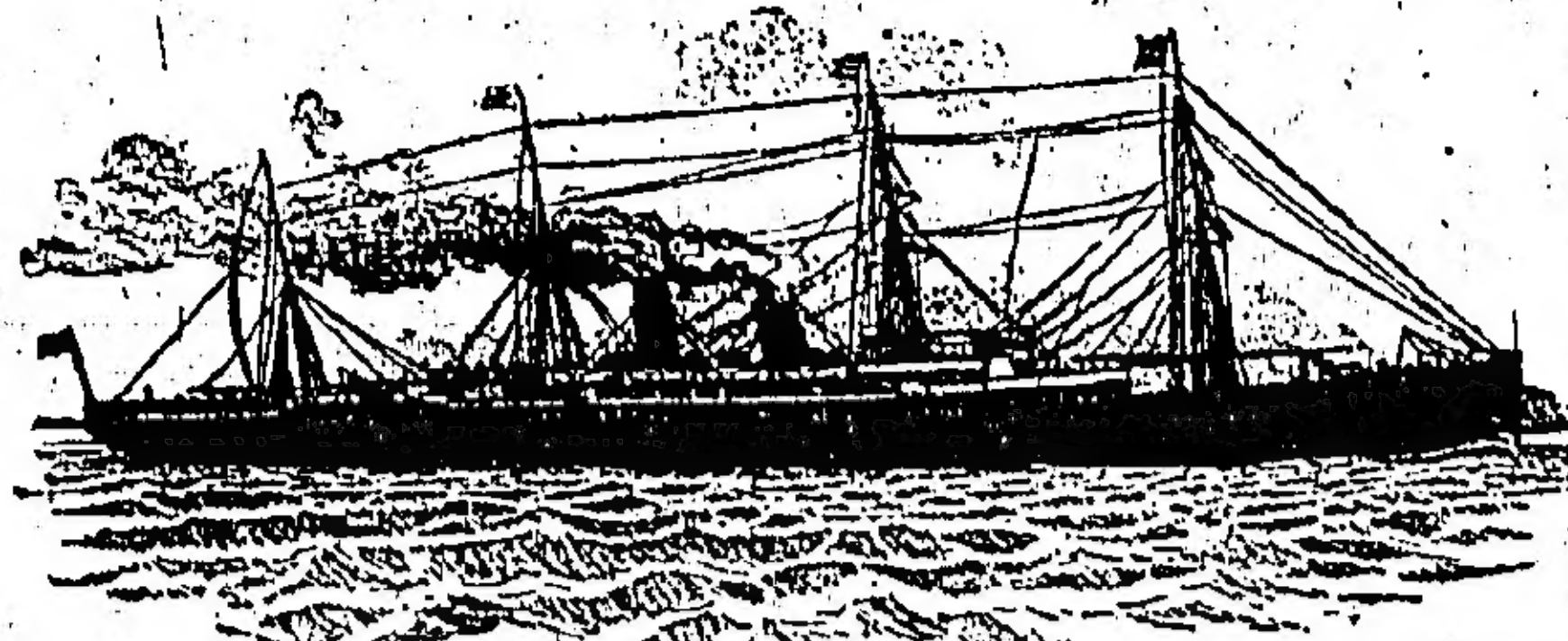
Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th July, 1901. [750c]

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	TUESDAY, 6th August, at Noon.
"DORIS"	THURSDAY, 15th August, at Noon.
"PEARU"	SATURDAY, 31st August, at Noon.
"COPILO"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GABRIO"	WEDNESDAY, 2nd October, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

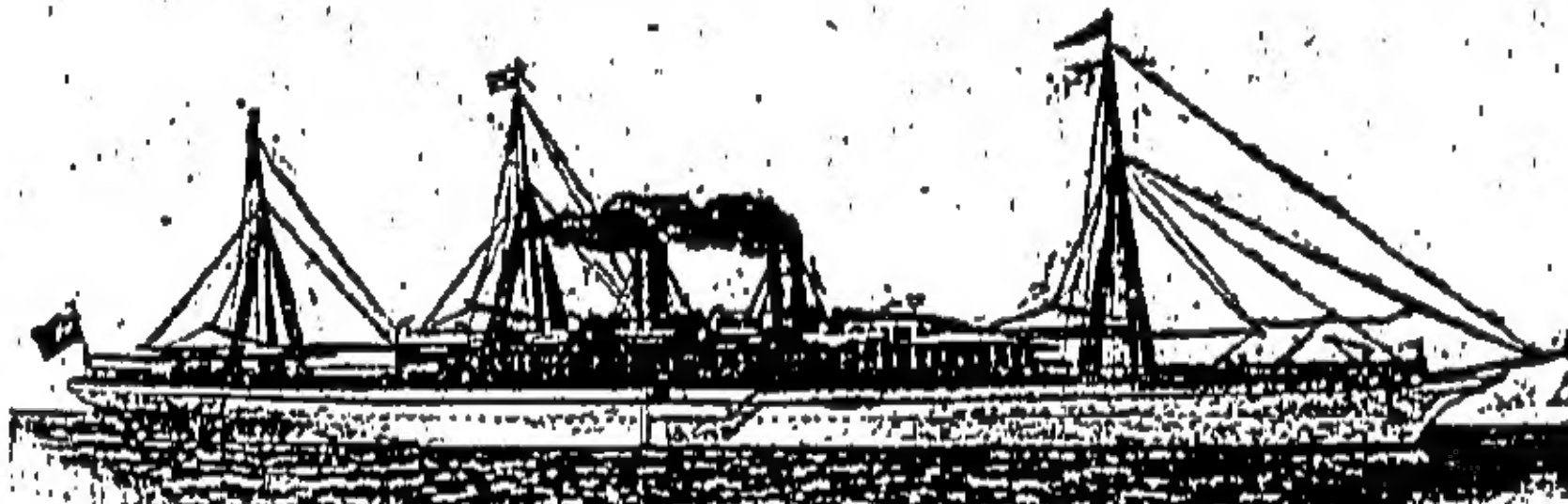
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 1st August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ...WEDNESDAY, 25th September.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.  
Hongkong, 17th July, 1901. [3]

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	9th August
ALEXANDRIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	27th Aug.
Porcellius	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	10th Sept.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	21st Sept.
ARABIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	5th October.
ARAGONIA	NEW YORK via SUEZ CANAL. End of August or beginning September.	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.  
Hongkong, 27th July, 1901. [43c]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS.	TO SAIL.
FOOCHOW and SHANGHAI	"WHAMPOA"	7th instant.
KOBE and MOJI	"NINGPO"	9th instant.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd August, 1901.

OCEAN STEAMSHIP COMPANY.  
OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"IDOMENEUS"	9th August.
" "	"ORESTES"	13th August.
" "	"AJAX"	20th August.
" "	"TYDEUS"	26th August.
" "	"PYRRHUS"	4th September.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DEUCALION"	6th August.
" "	"PELLEUS"	20th August.
" "	"STENTOR"	27th August.
LIVERPOOL (DIRECT)	"PATROCLOS"	10th August.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 3rd August, 1901.

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO AND  
YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS IRENE,"

of the NORDDEUTSCHER LLOYD.

Captain P. Weitin, due here with the out-  
ward German Mail about MONDAY, the  
5th instant, will leave for the above Places about  
24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
Agents.  
Hongkong, 1st August, 1901. [22]

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.STEAM FOR  
MANILA, SINGAPORE, BOMBAY, PORT  
SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS,  
BLACK SEA, LEVANT, VENICE and ADRIATIC  
PORTS).

THE Company's Steamship

"MELPOMENE,"

Captain Matcovich, will be despatched as above  
on TUESDAY, the 6th August, P.M.

For Information as to Passage and Freight,  
apply to

SANDER, WIELER & Co.,  
Agents.  
Hongkong, 25th July, 1901. [750c]

PORTLAND AND ASIATIC STEAMSHIP  
COMPANY.

Agents for and in connection with  
THE OREGON RAILROAD AND  
NAVIGATION COMPANY,  
Operating the New First-class Steamships  
"INDRAVELL," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"

between  
HONGKONG and PORTLAND (Or.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"

will be despatched for PORTLAND (Or.)  
on WEDNESDAY, the 7th August, at 3 P.M.

Through Bills of Lading issued to Pacific  
Coast Ports and all Eastern, Canadian and  
United States Ports.

For through Rates of Freight and further  
information, communicate with or apply to

ALLAN, CAMERON,  
General Agent,  
or to

SHEWAN, TOMES & CO.  
Hongkong, 30th July, 1901. [765c]

THE OSAKA SHOSEN KAISHA,  
LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sudzuki, will be despatched for the  
above Ports, on WEDNESDAY, the 7th August.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 24th July, 1901. [226c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"GUTHRIE,"

Captain McArthur, will be despatched as above  
on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the  
Electric Light.

A Stewardess and a duly-qualified Surgeon  
are carried.

M.B.—Return Tickets issued by this Com-  
pany to and from AUSTRALIA, are available for  
return by the Steamers of the CHINA NAVI-  
GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th July, 1901. [798c]

## FOR VLADIVOSTOCK.

CALLING AT SHANGHAI IF INDUCEMENT  
OFFERS.

THE Steamship

"TAIFU,"

shortly due, will be despatched as above.  
For Freight and other information, apply to

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 2nd August, 1901. [830c]

THE OSAKA SHOSEN KAISHA,  
LIMITED.

FOR TAMSUI VIA SWATOW &amp; AMOY.

THE Company's Steamship

"DAIJIN MARU,"

Captain T. Ogata, will be despatched for the  
above Ports, TO-MORROW, the 4th instant,  
at Noon.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 1st August, 1901. [226c]

SHEWAN, TOMES & CO.'S  
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the  
above Port, on or about the 5th August.

To be followed by the

S.S. "ATAKA,"

on or about 15th September.

For Freight, apply to

SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 20th July, 1901. [577c]

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR FOOCHOW VIA SWATOW AND  
AMOY.

THE Company's Steamship

"ANPING MARU,"



**"LOVE IN SLEEPY CAMP."**

BY JACK EATON.

It was too hot for work in "Sleepy Camp," so nearly all the men had given it up for the day and lounged into Zeb's saloon to have a smoke and a drink.

Though it was getting well on in the afternoon the sun was still blazing hot and there wasn't a breath of air to move the red dust. In a little shanty, not far from the saloon, sat two young duffers, both tall, well-built men, but one handsome, the other ugly—hence their nicknames, Bob the Beauty and Ugly Sam. Sam sat in the corner of the window, through which could be faintly heard the laughing and singing at Zeb's, [Bob sat on the table swinging his legs.

"It's a treat to get out of that scorchin' sun," said Ugly, pulling a pipe out of his pocket and knocking the ash on the floor.

"Yes," agreed the Beauty, stretching his arms and yawning fearfully.

"We've had a grand day, haven't we, Beauty?" asked Sam, striking a match on his boot.

"Yes," answered Bob, shutting his big mouth with a snap.

"You seem to take it awful quiet—you don't seem to grasp that we—we two duds—have found the biggest nugget ever dug up in 'Sleepy Camp.'"

"Oh, yes, I do," replied Bob, kicking so hard at the table leg that it seemed more than likely the rickety old thing would give way.

"Let's have another look at it!"

So saying, Sam jumped in his seat and took a key out of his pocket, crossed to a large chest that was standing up against the wall, tilted it to the lock and threw back the lid with a bang.

It was a nugget—goodness knows how much it was worth.

"Isn't it grand," cried Sam, filling on his knees and patting it affectionately with his hand.

"I should just say it was," said Bob, slipping off the table to have a look over Ugly's head.

"Another half as big as that and we'd made for life," and Sam closed the lid and locked it, putting the key carefully back into his pocket.

Bob crossed to the table and took up his former position.

"Ours has turned out a trump of 'er claim," he said.

Sam nodded his head and replied:

"Rather!"

"What'll yer do when yer have enough—give up work?" asked Bob.

"I might think of doing so," answered Sam, relighting his pipe.

"Might get married, eh?"

"Maybe."

Bob slipped down off the table once more and went to the door—opened it and looked out. Two or three miners were passing on their way to their shanties, they greeted him with a "Good evening, Beauty!" and walked on. Bob kicked the door to and strode across to Sam, who was still puffing at his pipe.

"Look here, Ugly," said Bob, "it's no good us two goin' on like this, is it?"

"No," replied Sam, rising from his seat.

"What's ter be done?"

Sam shook his head.

"Bout Lil, I mean," explained Bob.

"I know what yer mean, Beauty," and Sam looked intently at the floor as if thinking.

"Who does she like the best of us two?" asked Bob.

"Can't say—the one she's talkin' to at the time, I guess."

"Look here, Ugly," said Bob, "We've always been good pals, we've not had rows like Hackett and Black George, and it's a pity we should start now, especially 'bout a woman."

"Yer right enough there," agreed Sam.

"Now, we both love Lil," continued Bob, and there was a perceptible catch in his voice at the word "love," and we think she cares for us both just about the same."

"Yes."

"Well, if one were to go, the one left would most probably have 'er—eh?"

"Which to go?" asked Bob.

The two men looked at each other—there was silence for a moment except for the distant laughing—then Sam felt in his pocket for something and said:

"Yer see this dollar piece? Well, it may sound a bit wrong to spin for 'er, but listen, Beauty, one of us two has ter go. I'll throw this coin up, you call, and if yer right I'll pack, but if yer wrong I'll stay."

Bob bit his lips.

"And the one that goes, does he take his share?" Bob asked.

"He takes that," answered Sam, pointing to the chest. "If yer call right yer have Lil—and I the nugget, but if wrong yer go with the nugget and I stay with the gal."

"It seems a bit funny—"

"But," interrupted the other, "it's a way out of the wood. If we both stay there'll be shootin'."

"All right, Ugly, it's a bargain," Bob drew a long breath, "We'll stick by the spin of that dollar."

"We will. Shall I throw?" asked Sam quietly.

"Yes," came from Bob in the same tone.

"Call while it's high," said Sam, and up it went—spinning round and round in the air.

"Woman!" cried Bob.

Down it came with a whirring on the floor and rolled into a corner of the room.

"See what it is," said Sam.

Bob crossed hesitatingly and peered down into the corner.

"It's heads," he cried, "I've lost."

"And I've won," cried Sam, rubbing over to the place and picking up the dollar, "my dear old lucky coin," and he put it to his lips and kissed it, then went to Bob who was looking out of the window.

"Shake 'I," he said, holding out his hand.

Bob turned and took it, gripping hard.

"Here's the key of the chest—you've got the nugget," said Ugly Sam.

"Yes—that's right enough," replied Bob the Beauty with a choke, "I'll be off in the morning."

It was early when Bob got up next morning—so early that there was only a very faint light in the east—but he hadn't slept a wink, so it was as good as tossing about for another hour or so.

He unlatched the door of the shanty as noiselessly as he could, for fear of waking Sam, who was snoring away on his back, and slipped out into the open. He wanted to have a last look round, and straighten things up for his going—he'd have to make some excuse to the boys, he thought, they'd think it so strange, and so he walked down the claim.

Although he had gone out so quietly, the click of the latch had been enough for Sam, who woke to find himself laughing, positively laughing, he was so happy.

He didn't get up immediately, but lay there planning for his future happiness. He was sorry for Beauty, but perhaps the nugget would be some consolation to him, besides he didn't think Bob liked the girl as much as he did.

Quite an hour passed before he dressed himself a bit smarter than usual, and went

out. He even picked a little yellow flower that was growing amongst the grass by the side of the track, and put it in his buttonhole.

He had been walking for some time, now and then breaking into song in his deep rough voice, and hardly noticing when he went—till he looked up and found himself by Peep Hollow some way out of camp, so he sat down with his back against a big pine and lit a pipe.

"As happy as a king I'd be," he started to sing between the puffs of smoke—when he stopped suddenly, for coming along the path towards him he saw a slight figure in a big straw hat. His heart gave a bound—it was Lil!

Ugly sat very still as she approached and she didn't see him, being very interested in something she was talking to—he strained his ears to listen.

"You dear, dear, old fellow—how I love you—better than all the world—Sleepy Camp thrown in."

It was a photo-picture she addressed these remarks to, Sam could make that much out.

"There, back to your little hiding place and nobody knows nothing about yer." So saying she kissed it and slipped it into the front of her blouse, then, turning from the path, cut off through the pines.

Sam had stopped his song to listen, and it was some moments before he thought of getting up to follow her, but he did after a time, and tried to make out the way she had gone.

He had been breaking through the undergrowth for a few minutes when he saw something on the ground a few yards ahead.

"It's the picture she had," said Sam to himself, so he forced his way through to the spot where it lay. It was face downwards—he picked it up and turned it over—it was the Beauty's. Sam let it fall with a half stifled cry and put his hand to his throat, then kicked his way out to the track again and made for the shanty.

He met two or three of the boys who were out to work, but he never raised his head to their greetings. Reaching his hut he pushed the door open and stumbled in. Bob hadn't returned (his things were still unpacked), he took a long time to say good-bye to his friends.

Sam dropped into a chair and stared hard at the door—then he jumped up and rummaged in the locker for something and returned to the table with a dirty piece of paper and a little stump of a pencil.

"He sat down and, then, with his great heart like a lump of lead, wrote, in a very illegible hand:

Dear Beauty,

Your sure ter be knocked when yer see this, but you'll be glad. We tossed fair and square for the gal, and I thought she would find me in prof. ter you. An' well, I soon found out my mistake so I'm goin' instead of you.

The 'ran' events were that if one had Lil the other had the nugget—so being, it belongs ter me, but I can't goin' ter take it—you'd ave ter wait a time 'fore yer foin' another—'praps never—I don't want it. Yer stay—I go.

Still always yer mate and pard,

Ugly Sam.

Leaving this scrawl upon the table Sam put a few belongings into a bundle and went out—slamming the door.

As he threw the bundle over his shoulder he noticed the little yellow flower in his buttonhole. He took it out and threw it away, lit his pipe, and turned his back on Sleepy Camp—*Roughing Times.*

**THE TERRIBLE POITIERS CRIME.**

Public opinion in France has been everywhere horrified by the fearful "sequestration case" at Poitiers, and the inhabitants of the latter town, writes a Paris correspondent, have been literally revolted onised by the discovery of the terrible tale of torture (the imprisonment of a girl by her mother and brother for 25 years) which has been enacted in their midst for the past quarter of a century without any suspicion of the truth ever having been aroused. Crowds stand continually outside the house where the unfortunate victim was confined, and violent demonstrations have been made against the mother and brother, now in prison. Popular indignation is increased by every fresh disclosure in the case. According to all accounts the story of the woman's sufferings has been, if anything, understated, and not in the least exaggerated. Marks on the walls and doors have been found showing that at some time, probably four or five years ago, she made repeated and desperate efforts to escape. Since then she appears to have given up the hope of freedom, and to have sunk into a state of stupor produced by confinement.

Further details given of the condition in which she was found are too distressing to be repeated. It is sufficient to say that the police officials and the Procureur of the Republic nearly fainted after staying in the polluted atmosphere of the den, and that the nurses had to summon all their courage before they could make up their minds to touch the body of the unhappy victim in order to clothe her decently before conveying her to the hospital. The patient is doing wonderfully well, considering her experience, and it is clear that she is not, and never was, actually insane, as alleged by her unnatural mother and brother. When placed near the hospital windows she never ceases to express wondering admiration of the beauties of the fields and country which she sees.

Most extraordinary are the revelations to which the police inquiry into the circumstances of the case have led. To begin with the behaviour of the two prisoners charged with the crime is, according to the official statements, quite incomprehensible. Both, it is averred, are totally unconcerned, and do not appear to be aware of the gravity of the accusations brought against them. "Why do those people make such a fuss about all this stupid business?" the mother is reported to have exclaimed petulantly on hearing hostile cries from the crowd outside the window of the prison infirmary where she is confined. It is stated that the old lady, who is very wealthy, is a confirmed miser, whereas her son, particularly when a younger man, was fond of cutting a figure in the local society, in which he has always been received. An incredible but certain fact is, that he used often to give balls and parties in the very house where his sister was shut up, and that dancing and music would go on in a reception-room next to the filthy den wherein she lay.

The exact motives of the inhuman mother and son in imprisoning their daughter and sister remain a mystery, but the story which the examining magistrate is inclined to believe is that of a love affair of the unhappy woman when she was a young girl, twenty-five years ago, which the sordid mother determined to prevent on account of the fiancé's poverty. There is a very grim humour in one further fact revealed by the inquiry. It appears that for about twenty years an old female servant of the household acted as wardress to the imprisoned girl on the orders of the latter's mother. In 1895 this woman was proposed by her master and mistress for, and received, a medal of honour from the "Society for Encouraging Virtue," with a diploma bearing the inscription: "Sixty years in service; thirty-two of which were passed in the same household. A true pattern of probity, faithfulness, and devotion."

**ENGLISH SPARROWS IN AMERICA.**

A correspondent of an American paper writes: It seems that the first attempt to introduce the common English sparrow into America was made in 1853 by a private citizen of Portland, Maine. In the fall of that year he liberated six sparrows, and they immediately made themselves at home in his garden and outbuildings. For a few years these birds and their descendants were seen in and about the town in small squads. These birds multiplied until in the winter of 1871 a flock of them appeared in every near-by town, thus showing their tendency to spread over adjoining territory.

About 1860 twelve birds were imported and liberated near Madison square, New York city, and this was repeated for several seasons. In 1864 the Commissioners of New York liberated fourteen birds in Central Park. About this time numerous persons returning from abroad brought a few birds home and set them at liberty in and about Jersey City. The craze for importing these birds spread, and in 1868 the city government of Boston imported a great number. But the birds had not been carefully handled and they did not thrive, and others were brought over. The birds which survived from these various importations were carefully fed and looked after by the city government.

In 1869 a thousand were imported and liberated in the city of Philadelphia, and soon the birds spread over all adjacent territory. About this time the Smithsonian Institution became interested in bringing these birds to the country, so they imported 300, but most of them died. In 1871 the same institution brought over another lot, and they were successfully cared for.

From this it is seen that the birds have started from a number of points, and were not from one or two importations to New York, as is usually supposed.

**Intimations.**

**IMPERIAL BANK OF CHINA.**  
**WANTED.**  
AN EXPERIENCED MAN of business to Act as COMPTROLLER from next China New Year.  
Full Particulars can be obtained on application to the undersigned.  
For THE IMPERIAL BANK OF CHINA,  
E. W. RUTTER,  
Manager.  
Hongkong, 30th July, 1901. [812c

**WANTED.**  
A YOUNG FILIPINO with knowledge of English, Spanish and Tagalo, and Accounts in General Wishes to be employed.  
Apply to  
"A.G.E."  
C/o The Hongkong Telegraph.  
Hongkong, 30th July, 1901. [813c

**WANTED.**  
A POST as BOOKKEEPER by a Competent Man.  
Apply to  
"I."  
C/o This Office.  
Hongkong, 30th July, 1901. [814c

**WANTED.**  
A SURVEYOR seeks Employment.  
Apply to  
"U."  
C/o This Office.  
Hongkong, 30th July, 1901. [815c

**C. E. WARREN,**  
BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.  
SANITARY APPLIANCES SUPPLIED AND FIXED, DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [816c

**NOTICE.**  
MR. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his Office to more commodious premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next.  
Hongkong, 23rd July, 1901. [780c

**To be Let.**  
TO LET.  
(From 1st August next).  
NO. 3, ORMSBY TERRACE—KOWLOON.  
Apply to  
PUN HUNG,  
85, Queen's Road Central.  
Hongkong, 17th July, 1901. [781c

**TO LET.**  
NO. 1, STEWART TERRACE—THE PEAK.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [799c

**TO LET.**  
GODOWN—No. 5A, DUDELL STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [822c

**TO LET.**  
A HOUSE in RIFON TERRACE.  
BLUE BUILDINGS, No. 3, 2nd Floor.  
"THE RETREAT" MOUNT KELLET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 31st July, 1901. [820c

**Consignees.**  
**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
**NOTICE TO CONSIGNEES.**  
STEAMSHIP "VICTORIA,"  
FROM TACOMA, VICTORIA, YOKO HAMA, KOBE, MOJI AND SHANGHAI.  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 2nd August, 1901. [821c

**Consignees.**  
**THE P. & O. S. N. Co's Steamship**  
**"BOMBAY."**  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., at S.S. Victoria.  
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.  
Goods not cleared by the 3rd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 2nd August, 1901. [822c

**Consignees.**  
**THE P. & O. S. N. Co's Steamship**  
**"MASSILIA."**  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., at S.S. Victoria.  
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.  
Goods not cleared by the 3rd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 2nd August, 1901. [823c

**Consignees.**

NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co's Steamship**  
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FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.  
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This vessel brings on Cargo—  
From London, &c., at S.S. Victoria.  
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.  
Goods not cleared by the 4th August, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 20th July, 1901. [824c

**PACIFIC MAIL STEAMSHIP COMPANY.**  
**NOTICE.**  
**CONSIGNEES OF CARGO per Steamship**  
**"CHINA."**  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.  
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
GEORGE ECKLEY,  
Acting Agent.  
Hongkong, 20th July, 1901. [825c

**"BEN" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
**S.S. "BENVENUE"**  
FROM LONDON AND STRAITS.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 5th August, will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 31st August, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th August, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 30th July, 1901. [809c

**"MOGUL" LINE OF STEAMERS.**  
**NOTICE TO CONSIGNEES.**  
**S.S. "MOGUL"**  
FROM GLASGOW, LIVERPOOL AND STRAITS.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th August, will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 9th August, or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th August, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.  
Hongkong, 30th July, 1901. [816c

**NOTICE TO CONSIGNEES.**  
**FROM CALCUTTA, PENANG AND SINGAPORE.**  
THE Steamship  
"LIGHTNING"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once.  
Cargo remaining on board after the 3rd instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 1st August, 1901. [827c

**NOTICE TO CONSIGNEES.**  
**THE P. & O. S. N. Co's Steamship**  
**"MASSILIA."**  
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.  
This vessel brings on Cargo—  
From London, &c., at S.S. Victoria.  
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.  
Goods not cleared by the 3rd instant, at 4 P.M., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 2nd August, 1901. [828c

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No Fire Insurance will be effected.  
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Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 1st August, 1901. [827c

**Auctions.**

GOVERNMENT NOTIFICATION.

**THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on**  
**TUESDAY,**  
the 6th day of August, 1901, at 3 P.M., are published for general information.  
By Command,  
T. SERCOMBE SMITH,  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 20th July, 1901. [828c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 6th day of August, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Bonham Road, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sub-Registry No.	LOCALITY.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
1	Bonham Road	74.6	42.5	100.6	100.6	6,997	48	8,778	

**GOVERNMENT NOTIFICATION.**  
No. 408.  
**THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on**  
**TUESDAY,**  
the 6th day of August, 1901, at 3 P.M., are published for general information.  
By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 27th July, 1901. [829c

Particulars and Conditions of the letting by Public Auction Sale, to be held on Tuesday, the 6th day of August, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, commencing from 15th March, 1899.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sub-Registry No.	LOCALITY.	N.	S.	E.	W.	ft.	sq. ft.	£	s.
1	Peak Road	47	47	16.6	16.6	3,900	95	950	

**PUBLIC AUCTION.**  
**MESSRS. HUGHES & HOUGH** have received instructions from the Vendors to sell  
**PUBLIC AUCTION,**  
IN SIX LOTS,  
VALUABLE LEASEHOLD PROPERTY, situate at Yau Ma Tei, in the Dependency of Kowloon and Colony of Hongkong registered in the Land Office respectively as Kowloon Inland Lots Nos. 280, 281, 282, 283, 284 & 285.

MONDAY, the 12th day of August, 1901, at 3 P.M., on the



## Intimations.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO.

[733c]

Hongkong, 29th July, 1901

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession, Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## G. GIRAULT.

6, QUEEN'S ROAD CENTRAL.

ARRIVAL OF THE LATEST PRESERVED AMERICAN DAINTIES. Just Opened, Call and Inspect. Best quality, direct from the Factory. Hongkong, 29th July, 1901. [667c]

## A. LING &amp; Co.,

FURNITURE STORE.

(Next Door to Messrs. WATKINS &amp; Co.)

QUEEN'S ROAD CENTRAL.

Specialty

FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

## BOARD

RESIDENCE.

MRS. HUBBARD.

166, QUEEN'S ROAD EAST.

Hongkong, 23rd July, 1901. [781c]

## THE ROBINSON PIANO CO., LIMITED.

## BEST VALUE IN

PIANOS.

MONTHLY PAYMENT

SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 28th May, 1901. [571c]

## NEW GOODS.

PLENTY

IN

HAND.

JAPANESE CURIOS.

D. NOMA,

No. 12,

Bacon Street,

Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

## SIEN TING,

SURGEON DENTIST.

No. 14, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [30]

## DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [8c]

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

**"Sanitas" Disinfecting Fluid**

COLOURLESS, FRAGRANT, NON-POISONOUS.

ALSO, POWDER, SOAP, EMBROCATION.

"HOW TO DISINFECT." Book sent FREE on application.

Of all Chemists, and The "SANITAS" Co., Ltd., Bethnal Green, London.

[495c]

## MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN

1st Hour Road.

IS now in a position, in his New and

modernized Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1898. [40]

## Intimations.

DENNY, MOTT & DICKSON, LIMITED, BANGKOK, SIAM.

THE Undersigned having been appointed

SOLE AGENTS

of the above well-known Firm of

TEAK MERCHANTS AND SAW

MILLERS

for

HONGKONG AND SOUTH CHINA,

are always prepared to execute Orders on

TEAKWOOD

OF ANY

SPECIFICATION

or for any requirements at the Lowest Price

of the Market.

Teak Floorings a Speciality.

SIEMSEN &amp; CO.

Hongkong, 1st August, 1901. [825c]

DROZ &amp; Co.,

WATCH MANUFACTURERS,

STEAM FACTORY ESTABLISHED 1864.

ST. IMIER, SWITZERLAND.

SPECIALITIES:

LEVER WATCH &amp; CHRONOGRAPHS.

TRADE MARKS:

MAXIM, BERNAS, &amp;c.

REPAIRS OF WATCHES AND CLOCKS

by competent European experts at

Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

F. BLACKHEAD &amp; CO.,

SHIP CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAUTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DANIEL'S PATENT MOTOR

LAUNCHES.

&amp;c., &amp;c., &amp;c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. &amp; O. SPECIAL LIQUOR SCOTCH

WHISKY, &amp;c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 1st May, 1901. [18]

"FOR THE BLOOD IS THE LIFE."

Clarke's

Blood

Mixture

THE WORLD-FAMED BLOOD PURIFIER

AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scrophulous, Syphilis, Eczema, Skin and Blood

Diseases, Blackheads, Pimples, and Sore of all kinds,

it is a never-failing and permanent cure. It

cures Old Sores.

Cures Sores on the Neck.

Cures Skin Itch.

Cures Bleeds or Pimples on the Face.

Cures Scoury.

Cures Blood and Skin Diseases.

Cures Glandular Swellings.

Cures the Blood from all impure Matter.

It is a rare specific for Gout and Rheumatic pain.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and war-

ranted free from any injurious ingredients, it is the most de-

licious and safe remedy for all the above ailments.

THOUSANDS OF TESTIMONIALS OF WON-

DERFUL CURES FROM ALL PARTS OF THE

WORLD.

Clarke's Blood Mixture is sold in Bottles of 25

each, and in cases containing six times the quantity,

and is sufficient to effect a permanent cure in the great

majority of long-standing cases—BY ALL CHE-

MISTS AND FINEST MEDICINE VENDORS

throughout the world. Proprietors, THE LITTLE

AND MIDLANDS COUNTRIES DRUG COMPANY, LINCOLN,

England. Trade Mark—"BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should

see that they get the genuine article. Worthless imitations

and substitutes are sometimes peddled off by unprincipled

vendors. The words "Lincoln and Midland Counties Drug

Company, Lincoln, England," are engraved on the Govern-

ment Stamp, and Clarke's World-famed Blood Mixture

is blown in the bottle WITHOUT WHICH NONE ARE

GENUINE.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD,

Watson's Building.

[4]

RIGAUD'S

White Violet

EXTRACT

This fugative and

delicate perfume is

persistent as an

Extrait for the

handkerchief

while as a

Soap and

Powder,

it has been

adopted by the

most re-

fined French

Society.

RIGAUD &amp; Co.

10,000

White Violets

equal each bottle of

Rigaud's Extract

PARIS

## The Share Market.

LATEST QUOTATIONS.

(August 3rd).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	392 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	115 sales
The Bank of China & Japan, Limited (Deferred)	£ 1	155 buyers
National Bank of China, Ltd. Founders	£ 8	128 buyers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	1340 sellers
China Traders' Ins. Co., Ltd.	\$ 25	160 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	1125 nominal
Canton Ins. Office, Ltd.	\$ 50	1180 sellers
Straits Ins. Co., Ltd.	\$ 20	11
<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	1345 sales
China Fire Ins. Co., Ltd.	\$ 20	158 sales
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	136 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	1140 sales
China & Manila S.S. Co., Ltd.	\$ 50	162 sellers
Douglas Steamship Co., Ltd.	\$ 50	154 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	112 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	112 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	112 buyers
Star Ferry Co., Ltd.	\$ 10	112 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	12 1/2 buyers
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$ 100	1144 buyers
Luzon Sugar Refining Co., Ltd.	\$ 100	136 sellers
<b>Mining.</b>		
Panjo Mining Co., Ltd.	\$ 9	154 sellers
Panjo Mining Pre-ference Shares	\$ 1	11.25
Société Française des Tonkin	Fcs. 250	1325
Queen Mary, Ltd.	25 cts.	4 cents sales
Idelbu Mining and Trading Co., Ltd.	\$ 5	124 sales and buyers
Radii Altan Gold Mining Co., Ltd.	185. 100.	1124 buyers
Oliver Freehold Mines, Ltd. A	\$ 5	11
Oliver Freehold Mines, Ltd. B	\$ 5	11
Donks, Wharves and Godown.		
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	1305 buyers
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	1100
Wanchai Warehouse and Storage Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 6 1/2	124 buyers
<b>Lands, Hotels and Buildings.</b>		
China Provision Loan and Mortgage Co., Ltd.	\$ 10	10.75 sales
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	1193 ex div.
Kowloon Land and Building Co., Ltd.	\$ 30	130 sellers
Hongkong Hotel Co., Ltd.	\$ 50	1130 div. sell.
Oriental Hotel Co., Ltd.	\$ 50	1130 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	113 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 100	1104 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 424 sellers
Mfg. Co., Ltd.	Tls. 100	Tls. 30 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 40 sellers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 15 buyers
<b>Cigar Companies.</b>		
Alhambra, Limited	\$500	1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	155 sellers
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	1244 buyers
China-Bateman Co., Ltd.	\$ 15	138 sellers
A. S. Watson & Co., Ltd.	\$ 10	116 sellers
Watkins, Limited	\$ 10	1104 sales
Hongkong Electric Co., Limited	\$ 10	1124 buyers
Hongkong Electric Co., Limited	\$ 5	16.10
Hongkong and China Gas Co., Ltd.	£ 10	1140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	1174
Geo. Fenwick & Co., Ltd.	\$ 25	155 sellers
H'kong Ice Co., Ltd.	\$ 25	1181 buyers
H'kong High-Level Tramways Co., Ltd.	\$ 100	1275 buyers
Dairy Farm Co., Ltd.	\$ 6	138 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	150
Campbell, Moore and Co., Ltd.	\$ 10	120 buyers
Bell's Asbestos Eastern Agency, Ltd.	£ 1	11.10
United Asbestos Oriental Agency, Ltd.	\$ 4	1144 sellers
Tobacco Planting Co., Ltd.	\$ 5	12 sellers
Univers. Trading Co., Ltd.	\$ 20	1194 buyers
H.K. Steamship Co., Ltd.	\$ 5	118 buyers
China Light & Power Co., Ltd.	\$ 20	120
Robinson Piano Co., Ltd.	\$ 50	150
Manila Investment Co., Ltd.	\$ 50	155 sellers

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

## VISITORS AT THE HONGKONG HOTEL.

Angus, Mrs.	Johansen, Mr. and Mrs.
Apcar, Mrs.	Judd, Mr. and Mrs. L.
Apcar, Miss	Katsch, Mr. E. A.
Arnold, Mr. H.	Kiene, Mr. and Mrs. F.
Auld, Mr. J. S.	Kirkwood, Mr. J.
Bailey, Mr. W. S.	Lazarus, Mr. N.
Beringer, Mr. F. J. G.	Lebrond, Mr.
Black, Mr. J.	Leichman, Mr. G. M.
Bowers, Dr. F. H.	Littledale, R.E., Major
Brown, Mr. W. H.	R. P.
Brown, R.E., Major W.	Long, Mr.